

**In the Claims:**

Please amend claims 1-16 as follows:

1. (currently amended) A method of controlling a twin-clutch transmission (10), wherein torque is transmitted from a drive shaft (I) to an output shaft (O) by way of a first clutch (C1) and by way of a first transmission path (E2, Z8, Z9, S2, Z3, Z4),

~~characterised in that~~

a second clutch C2) is at least partially closed in order to transmit an additional torque from the drive shaft (I) to the output shaft (O) by way of a second transmission path (E1, Z1, Z2, S1, Z3, Z4; E1, Z5, Z6, S3, Z7) when the torque transmitted by way of the first clutch (C1) reaches a predetermined upper limit.

2. (currently amended) A method as set forth in claim 1 ~~characterised in that~~ wherein the first clutch (C1) and the second clutch (C2) are operated in a slip mode.

3. (currently amended) A method as set forth in claim 1 ~~or claim 2 characterised in that the~~ wherein a parallel activity of the first and the second transmission paths is maintained until switching over from the first transmission path into a new transmission path is effected.

4. (currently amended) A method as set forth in claim 1 ~~at least one of claims 1 through 3 characterised in that~~ wherein the second clutch (C2) is closed only so far that the additional torque does not exceed a predetermined upper limit which is dependent on the operating condition.

5. (currently amended) A method as set forth in claim 1 ~~at least one of claims 1 through 4 characterised in that~~ wherein the first clutch (C1) is operated permanently with a slight slip.

6. (currently amended) A method as set forth in claim 1 ~~at least one of claims 1 through 5 characterised in that~~ wherein the first clutch (C1) is operated with a slight slip at a predicted or occurred increase in the power demand.

7. (currently amended) A method as set forth in claim 1 ~~at least one of claims 1 through 6 characterised in that~~ wherein the first transmission path corresponds to a higher gear and the second transmission path corresponds to a lower gear.

8. (currently amended) A method as set forth in claim 1 ~~at least one of claims 1 through 7 characterised in that the~~ wherein a torque transmitted by the first clutch (C1) is derived from the magnitude of the slip occurring and/or from the actuation pressure of the clutch.

9. (currently amended) A method as set forth in claim 1 ~~at least one of claims 1 through 8 characterised in that the~~ wherein a transmission-side rotary speed of at least one of the clutches (C1, C2) is regulated in accordance with a predetermined reference rotary speed and in accordance with predetermined regulating parameters.

10. (currently amended) A method as set forth in claim 9 ~~characterised in that the~~ wherein a reference rotary speed ( $n_{1,soll}$ ) for the first clutch (C1) is predetermined dynamically in dependence on the currently prevailing vehicle situation.

11. (currently amended) A method as set forth in claim 9 ~~or claim 10 characterised in that the~~ reference rotary speed for the second clutch (C2) corresponds

to the reference rotary speed of the first clutch (C1) plus a difference corresponding to the desired torque distribution.

12. (currently amended) A method as set forth in claim 9 ~~or claim 10~~ characterised in that the wherein a reference rotary speed for the second clutch (C2) is equal to its transmission-side rotary speed plus a difference corresponding to the desired torque distribution.

13. (currently amended) A method as set forth in claim 9 ~~characterised in that the~~ wherein reference rotary speeds for both clutches (C1, C2) correspond to each other and the regulating parameters are different.

14. (currently amended) A twin-clutch transmission (10) comprising:  
at least ~~two clutches (C1, C2)~~ a first clutch (C1) and a second clutch (C2)  
for the transmission of torque from a drive shaft (I) to an output shaft (O) by way of different transmission paths and a control means for actuation of the clutches,  
~~characterised in that~~  
~~the control means is adapted to carry out a method as set forth in at least one of claims 1 through 13~~  
said control means for controlling said second clutch (C2), and said second clutch (C2) being at least partially closed in order to transmit an additional torque from the drive shaft (I) to the output shaft (O) by way of a second transmission path (E1, Z1, Z2, S1, Z3, Z4; E1, Z5, Z6, S3, Z7) when the torque transmitted by way of said first clutch (C1) reaches a predetermined upper limit.

15. (currently amended) A twin-clutch transmission as set forth in claim 14 ~~characterised in that it has~~ wherein two different output gears (Z4, Z7) for passing torque into an axle transmission.

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16. (currently amended) A twin-clutch transmission as set forth in ~~claim 14~~  
or claim 15 ~~characterised in that the~~ wherein a quotient of the transmission ratios  
between the first and the second gear ~~and/or~~ and between the second and the third  
gear is less than 2.0, preferably less than 1.5.